GRUMMAN
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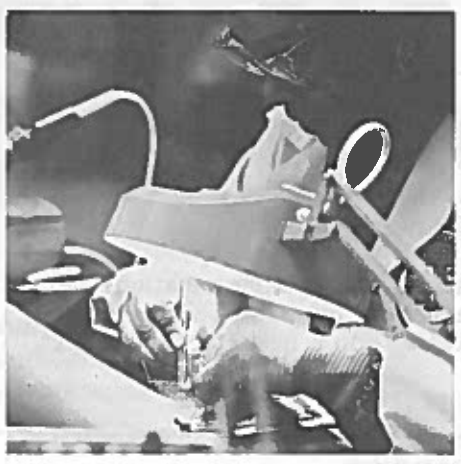
A bimonthly publication for Grumman Aerospace Corp. employees

Vol. 43, No. 12, June 22, 1984. Bethpage, N.Y. 11714

Great River celebrates 10th anniversary

– See pgs. 7–9



news briefs

Defect free

Three departments in Calverton Plant 7 recently received an award from NAVPRO for having passed a special quality control audit. NAVPRO awarded a Letter of Commendation for "outstanding product quality achievement," to operations in the Plant 7 Liquid Oxygen and Battery area, the Fuel Lab, and the Seat Shop.

The NAVPRO Product Verification Team's evaluation covered records, procedures, equipment, calibration and cleanliness in the three departments. Results of the audit reported no system or hardware discrepancies in any of the three departments. "This level of performance certainly indicates an extremely high level of employee commitment to 'do the job right the first time,' " said NAVPRO Commanding Officer, Capt. Roy Buehler.

The award represents only the second time since 1968, when the audit concept was first implemented, that no defects have been uncovered in such an audit. "The absence of defects is indeed an outstanding achievement when the complexities of the processes involved and number of applicable specifications are considered," commented Capt. Buehler.

Defect free. *Three Plant 7 foremen recently received NAVPRO Product Quality awards for defect-free audits of the Liquid Oxygen & Battery area, the Fuel Lab, and the Seat Shop. Attendees at the ceremony were: (L to R) Gerry Simone — NAVPRO; Ray Diem — foreman, LOX and Battery area; Jim Lehane — NAVPRO; Capt. Roy Buehler — NAVPRO; Joe Kingfield — vice president, Corporate Quality and Safety Operations; Bob Wesolowski — foreman, Fuel Lab; Ed Butler — NAVPRO; Bernt Moller — foreman, Seat Shop; Lt. Cdr. Gary Watts — NAVPRO; and Pete Sicardi — NAVPRO.*

Technical summer

A series of technical seminars will be offered during the month of July for summer employees. The seminars are geared toward students with a science/engineering background, and are structured to familiarize students with Grumman's vast operations.

A complete list and schedule of the seminars will be distributed to students via their administrators. Lectures will be of a technical nature, such as: thermodynamics, mechanical design, flight control, and computer systems. Seminars will be conducted by "experts" chosen from various departments.

Students may choose six seminars; approximately 20 will be offered. Registration is on June 26 at 10:30 a.m. in Plant 35 Conference Room A.

The seminars are scheduled to begin Tuesday, July 10, and will be held every Tuesday, Wednesday, and Thursday until August 1.

In years past, the seminars have been very successful. Feedback from the students is encouraged every year to improve the program. For more information, call Janet McLaughlin, coordinator, at Ext. 53123.

Flxible update

The head of New York City's largest transit union testified June 7 that the Model 870 Flxible buses — declared unsafe by the City's Transit Authority and removed from service — were safer than the buses that replaced them, and could also be fixed.

"If I had been consulted in the decision (by the TA to remove the buses from service), I would have advised them (the TA) to have mechanical work done on them," said John Lawe, president of Local 100 of the Transport Workers Union. Another union official said the buses had been inspected by union mechanics 24 hours before the withdrawal and were found to be defect-free. Their testimony came in hearings by a House subcommittee investigating why the buses were idled after less than four years of service.

Robert Kiley, chairman of the Metropolitan Transportation Authority (MTA), the TA's parent organization, said the MTA had no intention of paying the $56 million demanded by the federal government as repayment for its contribution to the purchase of the Flxibles — at least until its lawsuit against Grumman is resolved, he said.

The subcommittee also heard from officials of transit authorities that operate the buses in Los Angeles and Atlanta, as well as a private operator from Queens. They all testified that they had experienced numerous mechanical problems but, working with Grumman, had resolved the worst of them.

Kiley also testified that the MTA has received purchase inquiries about the buses from Springfield, Massachusetts, a Queens operator, and the Long Island Lighting Company.

Grumman Corporation President Joe Gavin suggested that the 851 buses be taken over by private operators, who have successfully operated the buses and could assign them to "some of the routes" the TA is now "struggling to serve," he said.

Safety awards

The Travelers Insurance Company presented two Grumman departments with special awards recently for "exemplary" safety records over a significant period of time.

Travelers gave an "Award of Commendation" to the Plant 26 Research and Development Center for having achieved 269,000 manhours without a disabling injury from August 20, 1981 to February 24, 1984. As of the end of April, the department's achievement had passed 284,000 manhours and is still continuing.

An "Award of Honor" was also presented by Travelers to the Personnel and Medical Departments of Plant 28 for having achieved an impressive 1,099,000 manhours without a disabling injury from February 23, 1981 to January 24, 1984.

Oops, they goofed

In the May 11th issue of *Plane News*, it was announced that George Sturiale received a "Special-One Time Award" of $1,000 as the first Grumman Aerospace employee to have 100 approved suggestions under the Suggestion Program. Actually there were two other employees who had 100 approved suggestions first. Ralph Warren of Calverton Operations was the first and Stanley Orlasky, also from Calverton Operations, was the second.

The situation was reviewed by the Corporate Project Sterling Award Committee and the matter rectified by giving equivalent one time awards to both Ralph Warren and Stanley Orlasky, according to John Alvar, manager of Motivational Program Office. "Our sincere apologies to Ralph and Stanley for our oversight of giving someone else credit for being first," said Alvar.

Reunion

Sewanhaka High School Class of "54" — 30 year reunion. Anyone interested contact Jim McCormick, Ext. 117-7395.

Carpools

Middle Island, Exit 66 to Bethpage: Rider wanted for 3:45 p.m. to 12:15 a.m., Plant 15. Pick-up on L.I.E. at exit 58 or 61. Betty, Tel. Ext. 53431.

Gone fishin'

Summer vacations are on tap for the *Plane News* staff. There will be no issue published on July 13; the next edition of *Plane News* will hit the stands on Friday, July 27.

Even though staff members will be taking their vacations next month, there will always be a person manning the phones. If you have any story ideas for *Plane News*, don't hesitate to call Ext. 53293.

Happy Fourth of July!

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Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

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Pl. 66 breaks ground for new addition

Grumman Milledgeville Operations recently broke ground on yet another expansion for the fast-growing Plant 66 composites manufacturing center. The Georgia facility has started construction on a 37,000-square-foot plant addition to be used as a "daily marshalling center." Plant 66 General Manager Tom Lahey presided over the ground breaking ceremony along with Frank Messina, vice president of Manufacturing.

"The concept of this newest plant expansion for us is to solve a problem of growing pains," explained Lahey. "As our operations continue to expand along with the importance of the composite manufacturing work being done here at Milledgeville, the size and number of our tools keeps growing.

"These tools — mold forms and fixtures — take up a great deal of valuable floor space in the plant. This 37,000-square-foot expansion will consolidate all these tools in one area, providing easy access and clearing the plant floor for more work and further growth in the Plant 66 operations," he adds.

The daily marshalling center will be used to collect, disburse, and organize large production fixtures — bonding tools and mold forms — as well as material kits, which are used to produce advanced composite and bonded aircraft structures at the Milledgeville facility.

The $1.5-million complex features an automated retrieval system (see sidebar story) designed to further streamline the distribution and retrieval of tools and material kits in Plant 66.

Completion of the marshalling center is scheduled for Fall of this year.

Lahey noted that the plant expansion was important to the continued growth of Grumman as an aircraft manufacturer in the future. "We expect the next generation of airplanes to consist of upwards of 50 percent of composite materials by weight. This means that the continued development and manufacturing of composite and bonded structures for aircraft manufacturing will grow in importance for Grumman. Such growth and plans for the future are reflected in the expansion we see today at Milledgeville," he commented.

Breaking ground. *Digging into the sunbaked Georgia red clay at the recent ground breaking ceremony at Plant 66 were (L to R) Floyd Williams, president—Williams and Associates, Inc.; Bill Schwendler Jr., manager of Grumman's Southeastern Office; Senator Culver Kidd; Frank Messina, vice president-Manufacturing; and Plant 66 General Manager Tom Lahey Jr.*

Retriever now being tested at Pl. 66

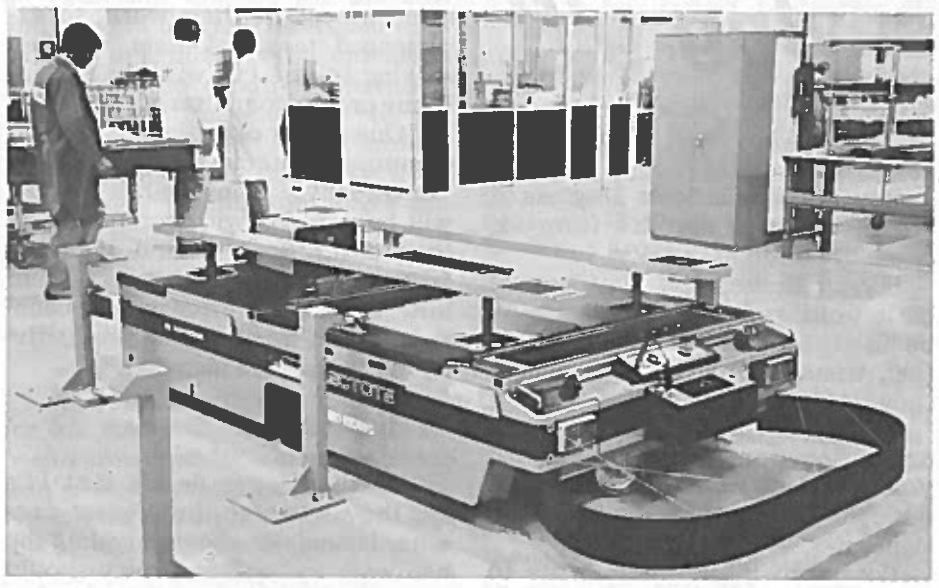
Later this year, Plant 66 workers who arrive at the new daily marshalling center may well find their tools and work materials leaving the area without them. Indeed, when the complex is finished, much of the tool and material transportation will be carried out by an automatic guided vehicle system (AGVS).

The AGVS workhorse is a computer-guided motorized "Electote" cart manufactured by Raymond Corporation. The "smart-cart," as it is affectionately known, can carry and lift up to 4,000 pounds. Its current job is rated at 1,500 pounds — lifting and moving tools in the Plant 66 layup room, specifically for the Boeing 767 spoiler program.

In the layup room, the smart-cart moves spoiler tools automatically from work station to work station where layup personnel install plies and core, perform compact operations, and inspect work. The system is computer-timed to move automatically from one station to the next after a predetermined amount of time. "What this does is enable us to establish a paced assembly line. Also, because we can move the tools around, the system eliminates the need for our people to move around too much. It's an overall streamlining of the production system that offers significant savings in man-hours," says Plant Manager Lew Iuliucci.

The smart-cart is guided on its delivery pathways by a wire embedded in the shop floor which transmits a constant electronic signal to the cart. Commands such as forward, reverse, stop, turn, etc., are produced by a computer and relayed to the cart via high frequency radio transmissions.

Safety features on the futuristic delivery boy include infrared forward and aft sensing, forward bumper sensing and sonar reverse sensing. Various responses from any of these sensing devices will cause the cart to stop and beep a warning to anyone or anything in its path.



'Smart cart'. *Cruising quietly along from work station to work station in the Plant 66 Layup room — pausing only occasionally to beep at a human obstacle — the new automatic guided vehicle system (AGVS) is fast becoming a shop floor workhorse.*

While it is currently confined to the layup room — where any bugs in the system are being identified and work out, the AGVS smart-cart is expected to eventually branch out into the Plant 66 autoclave area where it will deliver and pick up structures that are processed in the high-heat high-pressure autoclaves.

A similar wire-guided automatic system will be used in the daily marshalling center when it reaches completion this fall. More elaborate than the smart-cart system, the daily marshalling center's vehicle will more closely resemble a high rising fork-lift and will be operated vertically by a Plant 66 worker. Such an automatic fork-lift system is already being used at the Great River Operation's daily marshalling complex.

"The whole idea of the automatic guided vehicle system, whether it be a cart or a fork-lift, is to utilize the full potential of the system to save as many manhours as possible and hopefully make everyone's job easier," adds Iuliucci.

A feel for it. *Bruce Ardolino of GDS Advanced Projects and Lisa Ortolani of the Personal Computing Center try out the Hewlett Packard 150's touch-screen feature.*

Personal Computing Center

New center has a 'personal touch'

Think a personal computer might improve your productivity? Grumman's newly formed Personal Computing Center, located in Plant 105, can help you navigate through the endless maze of equipment choices.

The Center is officially part of Grumman Data Systems, but it's there to serve the needs of the entire corporation. In fact, most of its "clients" are Aerospace people.

The Center was formed in January to keep the purchase and use of microcomputers (that term is used interchangeably with "personal computer") consistent within all Grumman subsidiaries. But it isn't there just to put a stamp of approval on equipment acquisitions. The Center's staff of six specialists perform such services as hardware and software demonstrations, hands-on training and work sessions, product evaluations, needs analyses, as well as providing general information. The number to call is Ext. 111-58100.

"We try to demonstrate systems offering a wide variety of capabilities," says Jim DeAngelo, the Center's manager. Among the equipment on display are the IBM Personal Computer XT, the Hewlett Packard 150 with touch screen, the Wang PC, the Digital Equipment Corporation Rainbow, and software packages covering the gamut of office automation applications: spreadsheet analysis, word processing, database management, project management, and graphics. In the near future, the Center will be acquiring engineering software such as CAD/CAM (computer aided design and manufacturing) and CAE (computer aided engineering).

Tryouts

When the Center speaks of "hands-on training," they mean it. Grummanites can sign up for a tryout lasting anywhere from an hour to a whole day. On-line tutorials guide users through the operation of the various machines and software. They're also encouraged to bring in the work they are considering automating. That way, they can decide if a PC will accomplish what they want it to.

Ken Whiteside, group leader at the Center, says visitors range from novice users, who want to automate some aspect of their work, to experienced technical users, who are seeking to link PCs with their mainframe or minicomputer applications.

"One of our objectives is to build computer literacy," he notes. "Eventually, many more people will be working with computers on their desks. So, any kind of familiarity or knowledge we can build now will have a far-reaching, beneficial effect upon overall productivity as systems are installed."

Needs assessment

For those who decide that PCs are the way to go, the Center does a needs analysis, recommending the hardware and software they should have. For GAC users, this gets forwarded to Aerospace's Information Resource Management/Office Automation department, which makes the final decision on the configuration and the purchase. Since January, about 80 new machines have been ordered.

The IBM PC/XT is a hot seller. In the software arena, project management packages are growing in popularity, as is Lotus 1-2-3 — the financial spreadsheet package that was the industry best seller in 1983.

A small number of Grummanites had acquired PCs before the Center opened. "We've found they've put them to good use," says DeAngelo.

"The company's philosophy of waiting before adopting PCs has been a blessing in disguise," he adds. "A lot of companies who jumped in too early are now having a lot of problems with incompatible and unsupported equipment. PCs now come with many more capabilities at a lower cost, and the industry is setting 'defacto' standards."

Moving in October

In October, the Center will move to the new Grumman headquarters addition. There will actually be two Centers: a Work Center, consisting of eight workstations, and a Demonstration Center, housing 10. Even now, there are Grummanites who use the Center for brief periods weekly or monthly. But DeAngelo says the Work Center isn't aimed at replacing computers on their desks.

"The Work Center is intended to give them enough hands-on experience so they can develop their justification" for needing a PC, he says.

Getting personal. *At the Personal Computing Center in Plant 105, Regina Janda (L) instructs Graham Smith and Bill Walaitis in the operation of the IBM PC XT.*

Organ Donor Program

Make a life-saving gift

Did you know there is a space for organ donor authorization on your New York State driver's license?

The Organ Donor Program was established by the N.Y.S. Department of Health in cooperation with various affiliated health associations. In an effort to support this program, the Department of Motor Vehicles has included space on the back of the driver's license to provide each driver in the State with the opportunity of becoming an organ donor.

If you would like to donate any organs, after death, for transportation, therapy, medical research or education, place a checkmark in the box next to the words "Organ Donor" on the front of the license. Complete and sign the organ donation area on the back of the license in the *presence of two witnesses who must also sign in your presence.*

You must be at least 18 years of age in order to use this form for organ donation.

If you desire, you may express limitations as to which organs may be used, how they are to be used (i.e., transplant only), or to whom they should be donated.

If you wish to rescind your organ donation during the life of your driver's license, just cross out the donor information and signatures.

For more information, write to the New York State Department of Health, Kidney Disease Institute, Tower Bldg., 7th Floor, The Governor Nelson A. Rockefeller Empire State Plaza, Albany, N.Y. 12237.

Personals

I wish to thank all the Grummanites who have become my friends through the years. The cooperation given me in the performance of my duties is truly appreciated, and for me, work at Grumman was a true pleasure. God bless you all. **Charles J. Ridolf**

My family and I would like to thank all our friends, co-workers and Grumman for their kind expressions of sympathy during our recent loss. **Malinauskas Family**

My family and I wish to express our sincere thanks and appreciation to my friends, co-workers and ESO for their kind expressions of sympathy during the recent loss of my mother. **John Anderson**

My family and I wish to thank our friends, co-workers and ESO for their kind expressions of sympathy on the passing of my father. **Allan E. Kelvin**

My wife and I wish to express our sincere thanks to my many Grumman friends for honoring me at a recent retirement gathering. This warm and happy memory in addition to many others down through the years will long remain in my heart. **Dick Cleary**

Simplicity pays off

Kirschbaum hits idea jackpot

Project Sterling awards totalling $8,460 went out to Grummanites who contributed money saving ideas recently. Associated savings offered by the Grummanites' suggestions are estimated at some $283,553 in the first year of implementation.

Topping the list of recent winners is Robert Kerschbaum, a senior planner for the Manufacturing Methods department in Plant 1. Robert was awarded $745 for his idea involving the substitution of a difficult-to-fabricate sheet metal shim with a machined part, to be used in retrofit for the F-14 Program.

"Basically, the part we needed was a beveled washer and it was rather complicated and time-consuming to produce out of sheet metal in fabrication. As a machined part, though, it is pretty simple to make and use," explains Kerschbaum.

Asked what he plans to do with his award money, Kerschbaum says, "what any good German boy would do — I'm putting it in the bank."

Robert Perkins, a senior planner in Plant 30's Requisition Planning department, claimed the second highest dollar award. Perkins picked up $710 with his idea to simplify and streamline some of the paperwork in his area. Preston points out that his idea can be applied "just about anywhere in the company where requisitions are processed, and with substantial manhour savings." Indeed, first year savings for Grumman have been estimated at $34,865 through implementation of Perkins' suggestion.

Westward bound

Perkins says his award will enable he and his wife to take the West Coast vacation that they have been putting off. "We've both been looking forward to taking this trip for a long time and this award money certainly helps," he adds.

The third highest Project Sterling award went to Salvatore Pavese, a keyworker in the Plant 2 Machine Shop. Salvatore suggested making an extension bracket for the arm and mount of the TracerQuill contouring machine. "The extension gives us more distance movement and enables the machine to accommodate larger work orders. Jobs that formerly had to be done on a larger machine in stages can now be finished completely on this machine," notes Salvatore.

A trip with the grandkids

The $500 award that he received for his cost-saving idea has already been earmarked for a camping vacation with his grandchildren. "First I think we will stop in Atlantic City for a day, then we'll head up to Hershey, Pennsylvania, for the grandchildren," says Salvatore.

The distribution of recent Project Sterling awards throughout the company is as follows: Bethpage, 20; Calverton, 10; Great River, 4; Houston, 1; I.L.S., 3; Machine Operations, 1; Material Management, 2; Milledgeville, 1; P.D.O.C., 1; Procurement, 2; Plant Protection, 1; Pt. Mugu, 4.

Other Grummanites who won cash awards are:

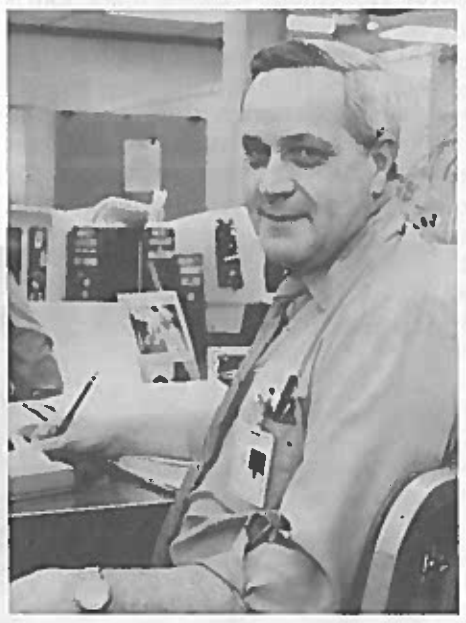
$400 — Albert Umbach, Leadworker, Pl. 1, Dept. 066. $380 — Rudolph Levine, Material Coordinator, Pl. 2, Dept. 108. $315 — Michael Novellino, Sheet Metal Installer, Pl. 7, Dept. 1059. $300 — John Murphy, Inspector, Detailed, Pl. 3, Dept. 840. $280 — John A. Anderson, Leadworker, Pl. 4, Dept. 057. $235 — Walton Hicks, Technician, Pl. 66, Dept. 597. $235 — Karl Bzydk, Fab Fiberglass Layups, Pl. 66, Dept. 685.

$185 — Harry Berg, Operator, Pl. 2, Dept. 005. $180 — James Reese, Houston, Pl. 30, Dept. 52. $180 — Patrick DiMarzo, Expediter, Pl. 3, Dept. 116. $170 — Donald Ragas, Supervisor, Pl. 2, Dept. 129. $150 — Francis Geary, Proc Mach, Pl. 3, Dept. 004. $130 — Gary Mitchell, Programmer, Pl. 3, Dept. 106. $125 — James Cassidy, Fab Tube Bender Sr., Pl. 2, Dept. 050. $120 — Frank Collora, Designer, Pl. 1, Dept. 252. $120 — Arthur Faraci, Engineering Specialist, Pl. 31, Dept. 252. $120 — Robert Metz, Jr., Engineer, Pl. 107, Dept. 252. $105 — Douglas Zorie, Engineer, Pl. 88, Dept. 627.

$100 — Eugene Lynch, Subcontractor Administrator, Pl. 30, Dept. 208. $100 — Hal Kaplan, Subcontractor Administrator, Pl. 30, Dept. 208. $100 — Peter Chaldaris, Engineer, Pl. 4, Dept. 272. $100 — Theodore Cisek, Engineer, Pl. 43, Dept. 272. $95 — Miles Brochyus, Oper. Assemb. Riveter, Pl. 2, Dept. 046. $90 — Douglas Zorie, Engineer, Pl. 88, Dept. 627. $90 — Anthony Bossoreale, Mech/Inst Plane Cap't, Pl. 7, Dept. 1065. $80 — Arthur LeGault, Methods Planner, Pl. 43, Dept. 2018. $75 — Robert Wissler, Group Leader, Pl. 21, Dept. 181. $75 — John Pizza, Riveter, Pl. 6, Dept. 1043. $65 — John Mahoney, Milling Machine, Pl. 2, Dept. 016. $65 — Rick Nickerson, Quality Engineer, Pl. 6, Dept. 1852. $60 — Nicholas Maniscalco, Leadworker, Pl. 6, Dept. 1030. $55 — William Denaga, Jr., Pro-Fin/Wld Pint Shop, Pl. 3, Dept. 011.

$50 — Jack Bartsch, Leadworker, Pl. 2, Dept. 002. $50 — James Fitzpatrick, Technician, Pl. 14, Dept. 033. $50 — Jaroslav Bocek, Prod. Supervisor, Pl. 88, Dept. 627. $50 — Edwin Cayea, Group Leader, Pl. 88, Dept. 627. $25 — Edward Zardkiewicz, Group Leader, Pl. 30, Dept. 182. $25 — Marjorie Oliver, Clerk, Pl. 30, Dept. 182. $25 — John Santucci, Clerk, Pl. 30, Dept. 182. $25 — Karlo Descalzo, Riveter, Pl. 1, Dept. 042. $25 — Howard Derby, Installer-Elect, Pl. 6, Dept. 1010. $25 — Thomas Swensen, Methods Planner, Pl. 43, Dept. 2136. $25 — John Christiansen, Controls, Pl. 2, Dept. 022. $25 — Theodore Dija, Ass-Elec Mfg. Ele, Pl. 43, Dept. 2099. $25 — Norman Sansoucie, Technician, Pl. 6, Dept. 1034. $25 — Richard Yoos, Assembler, Pl. 6, Dept. 1014. $25 — Gerald Wiss, Air Traffic Controller, Pl. 7, Dept. 1723. $25 — William Neuner, Ass-Elec Mnfctg Ele, Pl. 88, Dept. 627. $25 — Gordon Pottberg, Plant Protec Sarg., Pl. 18, Dept. 927. $25 — Brian Cox, Machine Milling, Pl. 5, Dept. 095. $25 — George Sturiale, Oper-Mach Frmg, Press, Pl. 2, Dept. 003. $25 — James Eng, Leadworker, Pl. 2, Dept. 070. $25 — William Kane, Oper-Mach Frmg, Hand, Pl. 2, Dept. 005. $25 — Daniel Cloud, Keyworker, Pl. 3, Dept. 003.

Jackpot. *Robert Kerschbaum of Plant 1 earned $745 for his time-saving suggestion.*



Paper purge. *Robert Perkins of Plant 30 picked up $710 for his idea to simplify paperwork in his area.*

Outdoor excursion. *Salvatore Pavese will use his $500 award on an upcoming camping trip with his grandchildren.*

calendar

Aikido Club: (Martial Arts) every Wed., 5 p.m., Recreation bldg. Beginners class. Guests welcome. M. Brooks, Ext. 115-6171/H. Brondo, Ext. 52719

Alcoholics Anonymous: every Mon., 4:30 p.m., Plant 15, conference room C, closed meetings; Personnel Relations, Ext. 3521, Great River meetings: every Wed., 4-5 p.m. T. Conley, Ext. 53521. Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Flt. Test Center, new conference meeting room, open meeting, Personnel, 369-6759 C. Robb, Ext. 117-7038.

Amateur Radio Club: every 3rd Wed. of the month. Plant 5 conference room BD-1, 5 p.m. B. Wengler, Ext. 54187

Chess Club: every Fri., Recreation bldg., 5 to 11 p.m. Beginner to Expert, guests welcome. K. Marley, Ext. 54901/N. Corso, Ext. 59600

Coin Club: (Calverton) every Fri., noon lunch, Plant 6, A-6 Action Center conference room. Grumman employees welcome. N. Evangelides, Ext. 117-7242.

Computer Club: 1st Mon. of every month, Recreation bldg., 7 p.m. Computer discussion and demonstration/beginner to advanced programming. Guests welcome J. Hayne, Ext. 54945/P. Frumkin, Ext. 55134.

Dance Club: every Wed., 5-8 p.m., Recreation bldg. Guests welcome. S. Koppell, Ext. 115-3800.

Duplicate Bridge Club: every Thurs., Recreation bldg., 6 p.m. Guests welcome. P. Gill, Ext. 115-8414.

Equestrian Club: every weeknight, Knoll Farm, Brentwood, 6 p.m. Grumman employees and immediate family only. J. Eisenhower, 115-6211.

Fencing Club: every Wed., 4:45 - 6:30 p.m., Recreation bldg. Free instructions, guests welcome. J. Hayne, Ext. 54945/P. Chaldaris, Ext. 53486.

Folk Dancer's Club: (Calverton) every Thurs., 2nd floor, Plant 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835.

Klown Klub: every second Tues. of each month, Recreation bldg., 4:15 p.m. Guests welcome. M. Deyns, Ext. 57564.

Karate Club: every Tues. and Thurs., Recreation bldg., beginners 4:30 to 5:30,

(Continued on page 12)

Jump down, spin around

Lifelike dummies put survival gear to test

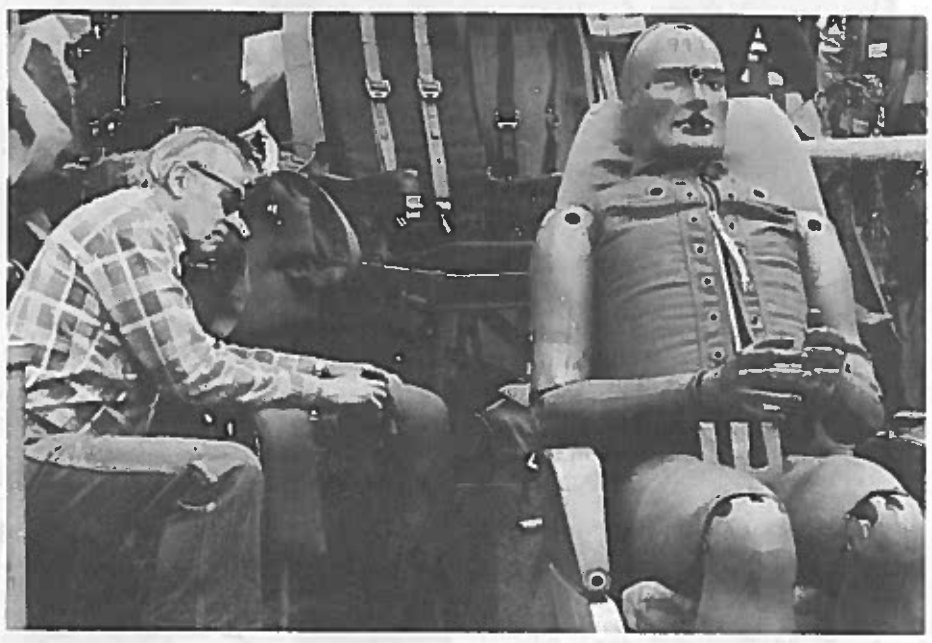
***Mannequins,** they're not. Technician George Milione adjusts the kneecap on 'Stan,' the smaller of two anthropomorphic dummies in the Plant 5 Seat Lab. The fully instrumented dummies simulate the response of the human body to stress and other factors.*

"Ollie" and "Stan" are two Grummanites in their early '20s. Throughout the course of their careers with the company, they've taken rides on a 600-knots "sled," been spun around in a wildly moving structure, and even been ejected from airborne planes.

The two are actually *anthropomorphic dummies*, and they hail from the Plant 5 Seat Lab. They're used for tests of the seats and survival gear in all Grumman aircraft.

The ejection seats in Grumman's planes aren't actually designed and made by Grumman, but by a subcontractor — Martin Baker, a British firm. In fact, the X-29's Northrop seat (the plane's forward section is that of the Northrop-manufactured F-5) was recently replaced with a Martin Baker seat.

What Grumman does is provide subcontractors, such as Martin Baker, with design specifications for its seats. Additionally, Grumman often devises upgrades that are either installed in production aircraft or sold to the Navy as add-ons for existing planes.



***Survivability.** Through extensive testing, Grumman has made the seats and survival systems in its aircraft highly effective.*

Grumman presently has a $900,000 Navy contract to improve the restraint system for ejection seats. Grumman also has a $1-million-plus Navy contract to improve the configuration of survival gear on E-2C seats. Retrofitting existing planes will be under a separate contract.

Right now, the parachute is housed in the E-2C seat back, while the emergency oxygen supply, raft, and survival equipment are under the seat cushion. In the new version, the oxygen supply and raft will be housed in the seat back. This setup will be less encumbering during emergency exit or bailout, and the quantity of emergency oxygen will be increased.

Armand Aronne, principal engineer and head of Escape, Seats, and Survival for Grumman Aerospace's Engineering Department, notes that any improvements that are made are done to a very good basic product. "The reliability of the seats and survival systems in our aircraft has an 85 to 87 percent success rate," he says.

Aronne, who helped design the first Navy ejection seat (which was for the F9F-2), notes that seats and survival gear have also become easier for the pilot or crew person to operate. "In the old days, the seat was a conveyance to get the pilot out of the plane," he notes. "The pilot had to open his lap belt and actuate the parachute. Now, that's all automatic."

On Grumman aircraft, the seats in the EA-6B, A-6, and F-14 are all ejection seats, while the C-2 and E-2 planes have non-ejection seats for crew and passengers.

During an ejection, the seat is a crucial element in a person's survival. The ejection seat on a Grumman plane is a good deal less comfortable to sit in than a typical commercial airplane's seat. That's because thick foam padding could cause what's known as a dynamic overshoot and possibly injure the occupant. Simply put, the foam padding would act as a cushion and cause a delay between the moment the seat frame begins moving and the moment the occupant does. During the short interval, the frame would already have accelerated in speed and thus, the impact received by the occupant's derriere would be greater than if both had begun accelerating simultaneously. This could spell injury, as could the greater acceleration rate — known as the dynamic overshoot — required of the occupant to catch up to the speed of the seat frame.

Just as important, Aronne points out, an overly comfortable seat could result in a pilot becoming too lethargic.

Intricate testing

Seat frames usually last the lifetime of a plane, but the parts that age — cushions, upholstery, ballistics, and parachutes — must be replaced periodically. When design improvements are proposed, Grumman conducts tests in the Seat Lab, which is part of the Product Development Operations Center (PDOC).

Tests for the improved seat restraints involved strapping Stan and Ollie into an omnidirectional moving test fixture. The fixture, built by Seat Lab Technician George Milione, is three years old. Each dummy was strapped into a seat, and, as the term omnidirectional denotes, was spun around in all directions, checking displacement, comfort, etc.

The dummies are "anthropomorphic" in that they are lifelike in human bulk and dimension. Ollie is 98 percentile dummy — at six-foot-two and 212 pounds, 98 percent of Navy flight personnel are his size or smaller. Stan, on the other hand, weighs in at a mere 130 pounds and is five-foot-five. That puts him in the 3 percentile, indicating 3 percent of Navy men are his size and weight or less.

Each has a package of telemetric guages and instruments in its chest cavity, which are wired to sensors throughout the body. These provide scientific measurements of pressures, accelerations, roll rates, loads, times, and other factors, and some also take photographs.

Other tests have utilized the fast-moving cockpit-simulation sled, which speeds along a track and then ejects the dummies. Tests of this nature are now done at the China Lake, California, Naval Weapons Center. And the dummies are ejected out of planes to provide simulations of bailouts and ejections during tests.

"An ejected seat and dummy will go up 200 to 400 feet, with some variation according to weight," Milione points out.

The two dummies are themselves a feat of Grumman engineering. Before they were invented, dummies and instrument packages had to be acquired separately.

"Fifteen years ago, Grumman came up with the idea that there should be some 'marriage' between the instrumentation and the dummy," says Aronne. "We designed the dummy and the instruments together, fully duplicating the human form for the first time."

Grumman took this idea and marketed it as an actual product, the GARD, or Grumman Anthropomorphic Research Dummy. It met with some success.

"We sold a lot of them, but the profit wasn't enough to continue," Aronne says. "Since then, other companies have copied the concept."

Open house. *On Sunday, June 3, Great River Operations opened its doors to all Grummanites and their families. It was an opportune time to see where mom and dad worked.*

Islip Town declares June 4 'GRO Day'

On Monday, June 4, the Great River team gathered on the lawn between Plants 43 and 44 for a special event. The Town of Islip had proclaimed that day as "Great River Operations Commemoration Day." Town Supervisor Mike LoGrande presented the Town of Islip Community Service Award to all Great River Grummanites.

The ceremony provided an excellent time to reflect on the 10th anniversary of Great River. "Ten years ago, I remember walking through the buildings with Doc Tripp and Joe Walker," LoGrande told attendees. "I said to them, 'My God, there is so much room here. Will you ever be able to fill this operation up?'

"This morning, Bruno Caputo told me that Grumman has not only filled the facility, but is now the largest employer in the Town of Islip. And that's a tremendous feat — it's a tribute to you and your Grumman leadership," stated LoGrande.

On behalf of the GRO team, Bruno Caputo, vice president and general manager, accepted the Town's Community Service Award. The plaque read:

"We congratulate Grumman Great River Operations — the largest employer in the Town of Islip — which for 10 years has reinforced the good neighbor policy with the Islip government. . . .Grumman Great River Operations aptly demonstrates that government working in concert with the private sector effectively serves the needs of the entire community. . . ."

Upon accepting the plaque, Caputo raised the award high and told fellow GRO Grummanites, "It's yours. You've earned it."

Representing Grumman Aerospace President George Skurla at the ceremony was Phil Vassallo, senior vice president-Corporate Material Operations. "There is much to celebrate and much to be proud of," he told GRO members. "Many of you remember when the days of electronic and avionics business was handled in a rather hodge podge way. . . .It was kind of difficult to get the job done under those conditions."

Vassallo continued, "If Grumman was going to achieve a leadership role in the world of electronic aircraft, we had to do something — and that something was Great River.

"Today, we enjoy that leadership role throughout industry. We're the No. 1 electronic aircraft builder for the U.S. government. And in no small way, Great River is responsible for all that happening," added Vassallo.

Vassallo told Grummanites at GRO that "your role is going to become increasingly important as we move into the future. He pointed out the vast changes in electronics on tap for the upcoming F-14D and A-6E Update programs. "The successful development of those two programs over the next couple of years will allow both aircraft to go out in the forefront in the Navy's air arm well past the turn of the century," he said.

That combined with other business and new opportunities at Great River "is critical to the rest of the company," Vassallo stated. "On behalf of Grumman management, I like to extend our sincere best wishes, continued success, and let's go out and attack the future."

MAN GREAT RIVER OPERATIONS

'It's yours!' *Upon accepting the Town of Islip plaque on behalf of all GRO Grummanites, Vice President Bruno Caputo held the plaque high and said to attendees, 'It's yours. You've earned it.'*

Wildcat ace to be honored

During the upcoming Dayton International Air Show Week in July, four aviation greats will be inducted into the National Aviation Hall of Fame. One inductee — Joe Foss — achieved fame during World War II flying Grumman F4F Wildcats.

Of all the South Pacific aces, Foss who was a captain in the Marine Corps achieved particular fame, according to the book titled *Grumman At War*. "Sharpshooting was his speciality, and he used it to such good advantage that he shortly passed Maj. John L. Smith's high tally of 19 and went on to equal the record of 26 established by Capt. Eddie Rickenbacker in World War I.

"For a year, at least, no one touched Foss' record, and for more than two years, no Navy or Marine pilot except Major Gregory "Pappy" Boyington even equalled it . . . . ."

Said Foss, "I have fought every type of Japanese plane, and every part of my Wildcat has been shot full of holes and I am still alive. They are tough . . . . ."

After the war, Foss entered politics and became a representative in the South Dakota legislature in 1948 and served as governor from 1954 to 1958. During the Korean Conflict, he served as a colonel in the Air Force. Later he became brigadier general and chief of staff of the South Dakota Air National Guard.

Other inductees being honored next month are: John Leland Atwood, former chief executive officer of Rockwell International; Maj. General Albert Boyd, "The Father of Modern Flight Testing," and Henry Ford, whose company built thousands of "Double Wasp" aircraft engines and B-24 Liberator bombers during WWII.

Personals

My family and I wish to express our sincere thanks and appreciation to my friends, co-workers and ESO for their kind expressions of sympathy during the recent loss of my brother John. Gene Lastorino

Our family wishes to express our sincere appreciation to all our friends and co-workers for their kindness and support during the recent loss of our mother. Ray & Jeannette Matura

Great Riv celebrat 10th anni

"Great River represents in my mind the arrival of the electrical side of the house. For many years, we have looked upon the building of aircraft as, in a sense, the Grumman Iron Works. But the electrical end has equalled and, in many respects, has taken over the lead in building today's aircraft . . . . ."

Grumman Corporation President Joe Gavin (then Aerospace chairman) at the dedication ceremony for Great River in June 1974.

As Great River Operations celebrates its 10th anniversary, those words still ring true today. During the past decade, Grummanites at Great River have not only built up the electrical side of the house, but their electronic expertise has enabled the company to venture into the commercial marketplace.

To think that only 10 short years ago, the company's electronic manufacturing operations were not in the best of health. Rudy Avitabile, deputy general manager of Great River Operations, and one of the pioneers in Grumman electronics manufacturing, recalls that it was scattered throughout the company in Plants 1, 4, 5, and 33 — resulting in serious schedule and cost problems.

"Joe Gavin, George Skurla, and John O'Brien decided that if Grumman was to stay in the electronic manufacturing business, it had to consolidate all its expertise under one roof," recalls Bruno Caputo, vice president and general manager of Great River Operations (GRO). "They brought out a maverick team led by Ralph "Doc" Tripp, Norm Reinertsen and Joe Walker."

'Ten years ago . . . we were sending work for 400 people outside the company.'

The company had made a commitment to stay in the electronic manufacturing business, but it was up to the maverick team and the Grummanites working at GRO to make it happen.

"It was a big challenge," recalls Joe Walker, then director of Manufacturing and now retired and living in Arizona. "But we had tremendous people working with us at Great River.

"Ten years ago, when we came out here, we were sending work for 400 people outside the company. Today, you've gathered it back and gone out and attacked the commercial field," Walker told Great River Grummanites during a visit earlier this month. "And it looks like my pension will be good for a few more years."

Consolidation pays off

Gathering ground support equipment and advanced aircraft avionics manufacturing together in one facility proved to be a big improvement almost immediately. "In 1974, Great River completed $42-million worth of electronic ground support equipment," said Tripp, former vice president and general manager of GRO. Tripp predicted some $58-million worth of business in 1975. A testimonial to the dedication of the Grumman team at GRO is that annual business dollars have continually grown in the past 10 years. This year, GRO expects to produce $163-million worth of business.

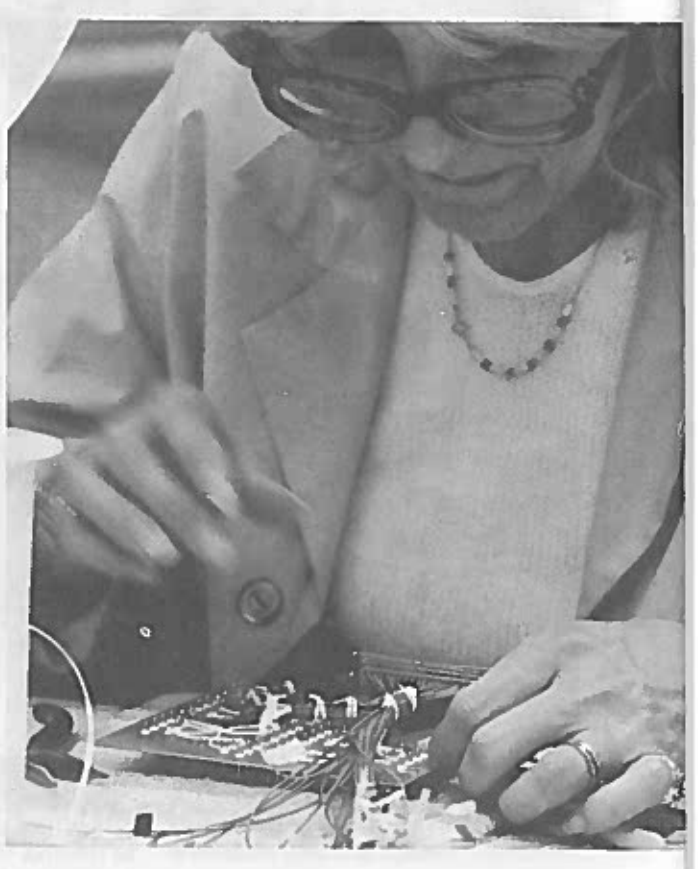
Consolidation of the electrical side of the house was not the only spark that ignited Great River's growth. New automated equipment was bought and installed. All buying and stocking for the facility started being handled at Plant 44. Delay and wasted effort was avoided in printed circuit board fabrication by the use of "kitting." Each PC board fabricator got all the parts needed for the boards in a single kit, rather than having to obtain and track down each part.

A lot of production gains at Great River were the result of the physical plant itself. "We've reaped significant gains in productivity," said Tripp in a 1975 interview. "Greater and better utilized space — especially with the new open work areas — has resulted in a smoother workflow and enhanced employee morale."

"By 1977, one fantastic machine was in place," states Caputo, who took over the reins of general manager from Norm Reinhertsen that year. "The GRO team had achieved 400 percent improvement in cost, performance and quality. It had delivered 10,000 end items on schedule. It had reduced quality defects and rework from 22 percent down to five percent."

Great River Operations was certainly on the move. In short, when he took over GRO in '77, "the cornerstone already was laid in place," says Caputo. "Grumman was going to stay in the electronic business."

There was one hitch, however. Forecasts made in 1977 showed that the amount of business for Great River's mainstays of aircraft



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electrical and electronic equipment would not be enough to support the workforce and plant capacity in the Eighties. The choice: throttle down or tackle new ventures.

A new course was plotted for Great River. "We would continue to produce our core work — for Grumman Aerospace and the government," states Caputo, "while at the same time, secure non-core work in the commercial field that would maximize our capability and performance.

"Someday, if we could have balanced bases between the two, we could offer the company opportunities for growth in both business areas."

Today, 80 percent of the Great River work is dedicated to the traditional core base, while the remaining 20 percent is in commercial ventures, such as semiconductor test equipment, telecommunications and broadcasting.

While the core business is expected to grow at a slower pace in future years, "the non-core commercial market is explosive," declares Caputo. "It looks like that sector wants to grow dramatically."

Since 1977, Great River has marketed its electronic smarts to a number of high-tech customers, such as IBM; General Electric; NBC; and Martin Marietta.

Last year, Eagle Telephonics tapped Grumman's talent at Great River by awarding a multimillion dollar contract to produce some 160,000 telephones and 30,000 special key service units for its high-tech-design phone system.

To handle this large volume task, GRO installed an automated printed circuit board facility. A big plus with the new PCB line is that the present Eagle contract will only take up about one-third the total capacity of this line — even at full production. The new GRO line is capable of doing military work as well as commercial contract production.

The hybrid approach

Such dual capability fits in well with GRO's future plans. "We've laid out a plan that will keep Great River as a hybrid organization — combining military/government work with commercial business ventures," states Caputo. "One enhances and protects the other."

Caputo envisions this hybrid set-up as "being a spawning ground for new business opportunities." Eventually, after being nurtured in this "spawning ground," these business ventures can be set up as separate entities and stand on their own two feet.

The general manager is bullish on Great River and its future growth. "The company has tremendous capability here," says Caputo. Reflecting on the corporate decision of 10 years ago, he notes that "the company got what is was looking for — a solid capability in electronic manufacturing."

'... the company got what it was looking for — a solid capability in electronic manufacturing.'

Being able to broaden and market that capability in the commercial sector will definitely enhance the future of Grumman's Great River Operations. The ability to go after those lucrative opportunities "is a credit to the entire Great River team," adds Caputo.

"We have a tremendous workforce here. . . a winning team. And the company has a fine electronics facility — one of the best in the country."

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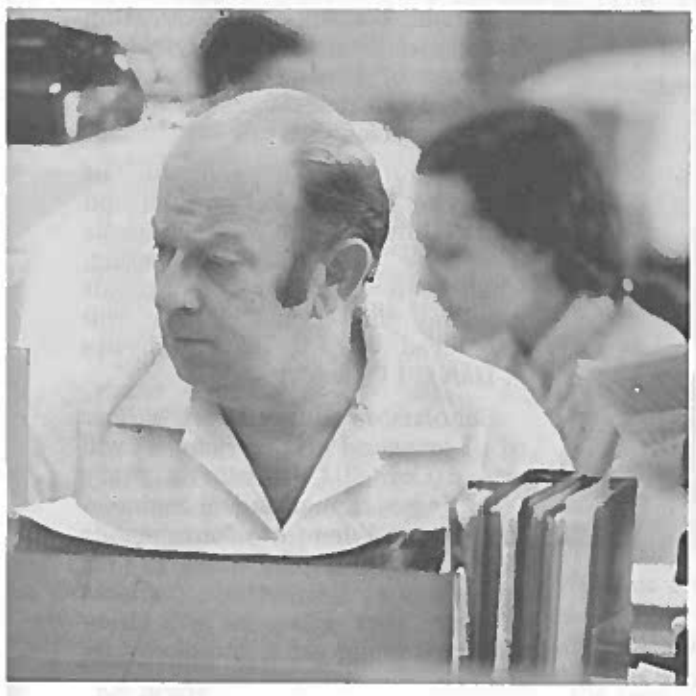

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Picture perfect

Grummanites at Great River featured on the front page are: (top row, L to R) Bob Werkheiser, Alice Bartholomew, Kevin Hurley, Sylvia Friemueller; Jeanne Zawislak, Alex McKeveny; Lejune Washington, Muriel Albers, Ed Albert, Dave Mottoli; Walter Schaefer, Ruby Dunkley, Tony Parga, and Mary Lane. On these pages are: 1. Jean DeRosa; 2. Jean Dietrich; 3. Ava Floyd; 4. Peggy Colandra; 5. Al Schackles; 6. Gloria Winkler; 7. electronic box assembly; 8. Ralph Santorelli; 9. Richard Kirful; 10. Dan Platz. (All photos by Fred Annette)

Scholarship winners get space age advice

Bright minds for the future. *Winners of the 1984 Grumman Science and Engineering Tuition Scholarship received their awards at a special luncheon held recently at the Milleridge Cottage. Grumman Corporation President Joe Gavin told them to 'Be prepared for hard work ahead.'*

The mood was celebratory and the conversation 'educational' at the Grumman Scholarship Awards Luncheon, held recently at the Milleridge Cottage in Jericho. Gathered together for the occasion were the 16 high school winners of the annual Grumman Science and Engineering Tuition Scholarship, along with their families and their high school guidance counselors.

Keynote speaker John Hodge, NASA's Interim Space Station Program Office acting deputy director, offered some words of advice to the scholarship winners. Hodge advised the students to "develop your technical skills in your respective fields of endeavor in the broadest possible manner. Do not narrow your vision, because the ability to innovate and initiate change will be your most valuable skill in the future.

"The past 40 years has seen the pace of technological development growing ever faster," Hodge noted, "and the next 40 years — as well as the future beyond — will undoubtedly see even more tremendous changes — changes that you as scientists and engineers will have to work with in what will be a whole new world."

Hodge told the Grumman scholarship winners that they would need "much more than just the technical skills that were sufficient in the past. For the future, you must develop communication, managerial, and political skills that will be equally important to your work."

He pointed out that engineers and scientists are "notoriously poor communicators. So you must concentrate on learning how to explain your work and your insights to those who do not have your training and especially those people who can provide the necessary funding to continue the progress of science."

Describing the challenge of developing the Space Station, Hodge said that the program represents "the continued leadership role of the United States in the field of space exploration."

Bright young minds

"The future of the space station program rests with the young people of today. Bright young minds like those here today," Hodge commented. "We have been challenged by the President to put together a working space station within the next 10 years. By the time such a project is completed, you who are student scholars now, will be the program leaders. Fortunately you have already shown exceptional intelligence and the potential as individuals to take on the challenge of the space shuttle and make it a reality. It will not be easy. It will mean using all your skills — communication, managerial, political and technical — to bring together the world of science, the industrial/business community and the politicians. And to do it all on an international level. I envy you the opportunity and trust that you will be successful."

As a last piece of advice, Hodge told the scholarship winners that "it is important to be enthusiastic about your work. So be sure to choose a career that you can enjoy as well as excell at. Also, be prepared to take risks once in a while. You may have to pay sometimes, but the payoffs will more than compensate in the long run. And the long run is the future, and the future is opportunity — grasp it. Remember the old engineering tenet that says: work hard, but more important, work smart."

Grumman Corporation President Joe Gavin also told the scholarship winners to be prepared for hard work ahead of them. He warned, however, against becoming "so wound up in the pressures of everyday working life that you may lose track and might not be able to see the 'bigger picture' of life.

"With things happening faster and faster every day, you can be sure that the future will be different and that it will be interesting. I am not ashamed to admit that I am a little jealous of you who have it all ahead of you now. I know that you will make the most of it."

Gavin and Grumman Aerospace President George Skurla presented the award plaques to the class of 1984 scholarship winners:

Scholarly advice. *Keynote speaker John Hodge of NASA told the Grumman Scholarship winners to 'Work hard, but also — work smart.'*

East Islip High School graduate *Scott DeFreitas* will apply his scholarship to studies in electrical engineering at Clarkson College. Scott is one of three Grumman Scholarship winners from East Islip. The others are *Joseph Larkin*, who will also attend Clarkson College where he will pursue a degree in computer science; and *Paul Paternoster*, who will study electrical engineering at the Massachusetts Institute of Technology.

Another threesome of scholarship winners came from Commack High School North. They include: *Thomas Baxter*, who plans to study mechanical engineering at Cornell University; *Robert Ende*, who will attend Penn State to study aeronautical engineering; and *Raymond Loy*, who will study computer science at Columbia University.

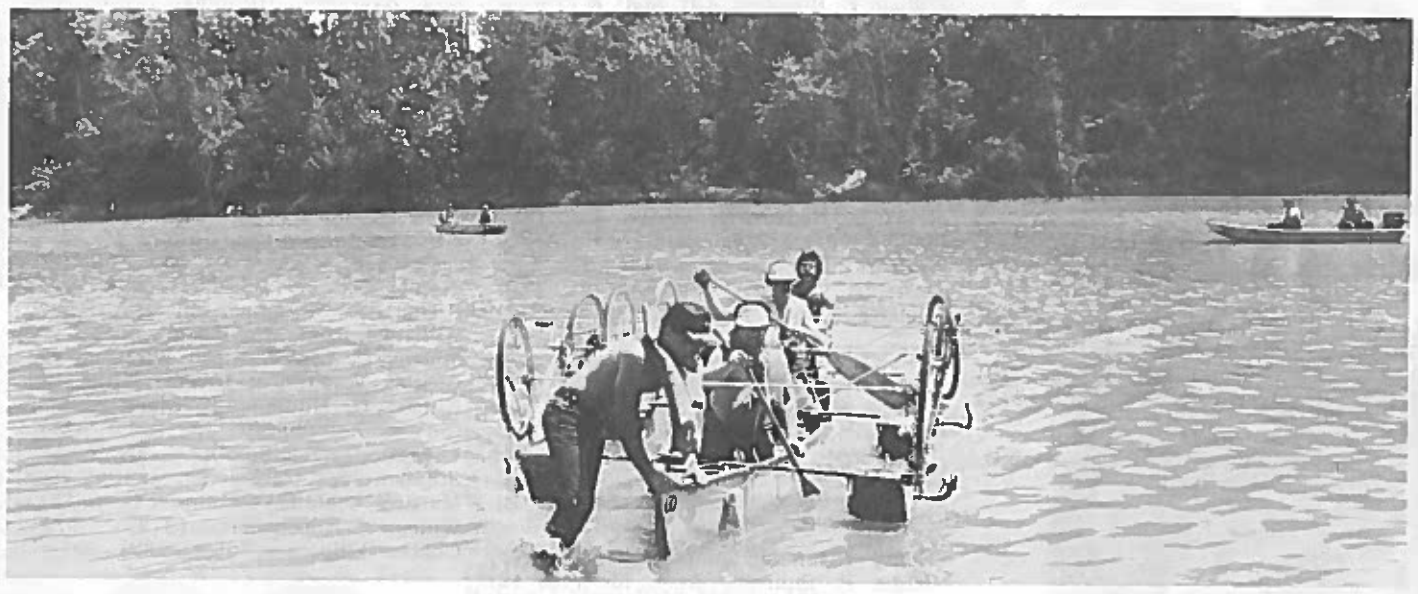
Scholarship winners *David Cunningham* and *Erik Org* both graduated from Hauppauge High School. David will attend Princeton University to study electrical engineering, while Erik plans to pursue a degree in aeronautical engineering at Rensselaer Polytechnic Institute.

Michael Abel, a graduate of St. John the Baptist High School in West Islip, will apply his Grumman scholarship to study electrical engineering at Yale University, while *Thomas Hill* of Locust Valley High School will further his education at Princeton University in pursuit of an engineering degree.

Jon Klyne, a graduate of Plainedge High School, travels to the University of Virginia this fall to pursue a degree in aeronautical engineering. *Elizabeth McNiff* of Half Hollow Hills High School East will continue her education closer to home at Polytechnic Institute of New York where she will study electrical engineering and computer science.

Mark Reuss, a graduate of Bethpage High School will attend Tufts University in Massachusetts where he will study engineering, while *Peter Wagner* of Friends Academy in Locust Valley will also head east to study physics at Harvard University.

Scholarship winner *Debra Willner* of Longwood High School will attend Cornell University to study for a degree in mechanical engineering. *Jon Yuen* of Farmingdale High School will continue his education at Polytechnic Institute of New York where he will study electrical engineering and computer science.



Little to talk about. *Shep Little (above) reports that Grumman will successfully defend its Oconee race title (at left is 1983 entry from GAC).*

Mum's the word for Pl. 66 racers

A team of highly dedicated engineers and technicians are laboring under tight security on a secret new design. Working long hours into the night, the group is confident that their revolutionary configuration will once again prove triumphant.

What are they working on? Is it the latest secret keel design for the Australian America's Cup yacht? The newest ground hugging Indy 500 race car? No — this effort is for the Grumman Plant 66 entrant in the 1984 Oconee Land and River Race in Milledgeville, Georgia.

Last year the Plant 66 team won the 11-mile race despite never having had the chance to test their canoe/bike entry. "When we started the race we didn't even know if the thing would float," says team member Shep Little, a material and processes engineer in Grumman's advanced composites manufacturing center in Milledgeville.

The team pedalled their creation from Milledgeville's City Hall overland to the Oconee River — rowed five miles down-river — then rode back six miles overland to City Hall in a lightning fast two hours and 44 minutes, 52 seconds, finishing a full 15 minutes ahead of the second place Milledgeville Fire Department.

The 1984 Grumman team remains unchanged from last year's winning squad of five members, with the exception of losing Jeff Mears, who has moved to Grumman's Plant 9 in Melville. Taking Jeff's place is Jack Coward, a Plant 66 tooling inspector and last year's team mechanic. The rest of the team includes: Chris Hicks, a material and processes technician; Ray Polniak, a methods planner; and rookie Karen Rainwater, a Plant 66 industrial engineer.

The team's 1983 winning entry was a hastily designed and built combination of four 10-speed bicycles connected by pipes to an inverted canoe. "The whole thing took us less than 24 hours total to build," says Little, "Of course, we didn't have much more time than that to do it. We only finished putting it together one hour before the race started."

Because of the Grumman team's record time, the Race's Rules Committee has outlawed designs that incorporate canoes for this year's contest. "We're not worried about the new rules. In fact we are looking forward to the challenge of coming up with an entirely new design for this year's race. After winning last year, people will be gunning for us. We are the team to beat, after all. But I have no doubts about the outcome — we'll win again, and by a bigger margin than last year," asserts Little.

Though he declined to give away any of the secret details of this year's configuration, Little did offer a few hints: "Our design is proprietary, but I can tell you that we are going to have a frame with its own built-in propulsion system. We're working on the prototype already and we expect to cut at least 45 minutes off our water time from last year," he says.

Last year's bicycle/canoe configuration was named "The Lyndsey" after team captain Ray Polniak's new-born daughter. Ray's wife is expecting twins this summer so the team is planning to name the 1984 Grumman entry after the newest Polniak family members.

The team's enthusiasm for the August event is flying high and Little says they are already planning a victory celebration. "Win or lose we are going to have one heck of a party that weekend," says Little. "Of course, a victory party is always more fun, and that's what we're looking forward to."

letters

Dear Editor,

On May 31, in the Flight Test Center cafeteria at Calverton, there was a happening which I would like to share with all of my fellow Grummanites. It's going to be very hard to express my feelings and, I'm sure, the feelings of all the members of the Grumman family that attended.

I would like to start by offering my thanks to a bunch of terrific people who took just another office retirement party and turned it into a memorable event for over 100 1984 retirees and several hundred Grummanites that attended.

Fred Boerum, Debbie Weaver, and Dick Kupczyk were some of the main movers, but they were only a few of the many people who really worked, handing out food and drinks, moving tables and cleaning up afterwards.

It didn't matter for those few hours what the titles or what positions anyone there held, there was a Mike, a Tom, a Bill and a Fran, Mary and Rose, and then there was this big round-faced man with large hands who kept drifting around the room calling everyone by their first name and asking how things were going. I'm sure his name was "Jake."

This was truly a gathering of the "GRUMMAN FAMILY." I'm sure the friends who retired and everyone else who attended will remember it for a long time and offer a "Thanks, well done" to all the originators of this affair.

Sincerely,
Ed Brady

obituaries

SEBASTIAN M. DE LUCA of Small Parts Fabrication, Plant 3, died June 1 at the age of 39. He had been with the company since 1982 and resided at 499 Pond Path, Setauket.

JERRY J. SWIHUN of Central Setup Area, Plant 2, died June 4 at the age of 65. He had been with the company since 1951 and resided at 78 Grove Street, Lynbrook.

ROBERT J. GIAMMARESE of Methods Engineering, Plant 43, died June 4 at the age of 56. He had been with the company since 1974 and resided at 25 Colgate Dr., Smithtown.

ROY F. FIORE of ILS Resource Control, Plant 1, died May 20 at the age of 59. He had been with the company since 1969 and resided at 129 Matthews Rd., Oakdale.

EDWARD HOROWITZ of ILS Resource Control, Plant 35, died May 31 at the age of 53. He had been with the company since 1966 and resided at 11 Pam Dr., Commack.

RICHARD A. VANDEUSEN of Site Management, Plant 275, died May 27 at the age of 55. He had been with the company since 1952 and resided at 138 Baringes Dr., California, Maryland.

EIP meeting booklet

The 1984 Employee Investment Plan annual meeting booklets which feature information and slide reprints are now available from the Employee Investment Plan office.

To obtain your personal copy of this informative booklet, mail the below form to A03-28.

Name. . . . . .

Mail stop . . . . . Plant . . . . .

Mail to A03-28

service milestones

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Ernest G. Finamore, Q.C. Mech. Insp. (2)
Carlo R. Paladino, Veh. Lia. Eng. (4)
Mary A. Dugan, Grumman Corp. (111)

35

Frederick J. Schlichtmann, Bond Methods (2)
Leonard J. Drace, Ld. Gr. Carrier Suit (5)
Eugene J. Bonan, Corp. Plann. Cont. & Budg. (5)
Richard C. Milligan, P.A. Mgmt. & Staff (5)
Ralph E. Frei, Mech. Sys. Prod. Suppt. (6)
Donald T. Ball, Mgr. Veh. Tech. (6)

Have a safe summer

Leopold E. Svihura, Flt. Ops. Insp. (7)
Gordon G. Simpson, Maint. (12)
William Blaschuk, Trans. Equip. (20)
Richard W. Armstrong, Site Mgmt. (279)

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Paul S. Monteleone, Parts Paint (1)
Arthur Frasca, Proj. Mgmt. (1)
Clifford R. Franklin, Veh. Struct. Anal. (1)
Walter E. Thomas Jr., Optical Tool (2)
Ronald S. Dluginski, Conv. Mach. (3)
Willima M. Gordon Jr., Conv. Mach. (3)
Ernest E. Eglin, Parts Paint (3)
William F. Breinlinger, Mach. Ops. — Tech. Serv. (3)
Albert E. Flad Jr., Mach. Ops. Mgmt. (3)
Francis J. Vazquez, Instr. Test (5)
Donald G. Williams, Corp. Instr. Grd. Test (5)
Wilbur D. Pettit, Corp. Instr. Grd. Test (5)
Gene R. Losee, Maint. (6)
Clement L. Wojciechowski, Maint. (6)
Willie M. Spellmon, Food Serv. (6)
Carmine A. Piccola, Plt. Prot. (6)
Wilfred D. Mascold, Struct. Sys. Prod. Supt. (6)
Thomas J. Emma, FTT Sys. (7)
Robert D. Taylor, Airport Ops. (7)
Edward J. Dudek, Mil. & Space (9)
William E. Boucher, Adv. Matl. & Process Dev. (12)
Joseph Berardi, Inv. Plan. & Anal. (17)
John M. Squicciarino, Trans. Ops. (20)
Robert S. Hornfeck, Invent. Cont. (30)
George V. Connor, Reqmts. Plann. (30)
Hart Wagner, Proj. Eng. Mgr. (35)
Victor Vohwinkel, ILS Mech. Equip. Eng. (40)
Henri C. Nadworny, Struct. Des. (40)
Julius Goldfarb, Prog. Mgmt. (43)
John W. Pined, Mfg. Plann. (66)
Marianne I. Nutt, Flt. Accept. (77)
Michael J. Howe, Govt. Matl. Cont. (269)

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Henry Rivers Jr., Small Parts Fab. (2)
James P. Sullivan, Assy. Methods (2)
Robert J. Dooley, Welding (2)
Norman J. Egloff Jr., Ind. Eng. (2)
Warren H. Stalker, Cutter Grinder (2)
Frederick Scott, Maint. Admin. (2)
Robert K. Mita, Prod. Superv. (3)
George H. Schoeppler, Sys. Test/Flt. Integ. (4)
Louis A. Epaminonde, Instr. Test (5)
Warren G. Smith, Sys. Anal. (5)
Howard S. Fraser Jr., Corp. Cont. (5)
Harold G. Easterson, Visual Serv. (5)
Eugene A. Cunningham, Marketing (5)
Thomas J. Kane, V.P. — Business Development (5)
Suey L. Jue, Research (5)
Frederick C. Bauer, Assy. Tool (6)
Louis F. Veprek, Qual. Eng. (6)
Carl F. Locker, Tech. Suppt. (7)
Gerald J. Rosen, Corp. Inst. Sys. (7)
Herbert R. Hampton, Corp Inst. Sys. (7)
Raymond R. Cannon, Mfg. Bus. Mgmt. (9)
Gerard H. Frese, Metal Treat-Finish (9)
Frederic A. Salvante, Adv. Matl. & Process Dev. (12)
Walter H. Woelfel, Adv. Matl. & Process Dev. (12)
Lou Aguinaga, Grumman Tech. Serv.
Robert W. Olsen, Warehouse (17)
Alan D. Pearsall, Cent. Recv. (24)
Donald E. Gleason, Cust. Supply Reqmts. Mgt. (25)
Robert A. Haslett, Science Mgt. (25)
Fred J. Kuehne, Nuclear & Astro. (26)
Herbert D. Kivlighn Jr., Matl. Struct. Mech. (26)
John G. Barbato Jr., Gen. Acct. (30)
Reginald E. Hooson, Struct. Anal. (35)
Jack Fried, Software Sys. (35)
Stanley D. Meyers, Prod. Tech. Dev. (35)
Richard L. Simmons, Mil & Space (40)
William J. Rose, Mfg. Reqmts. Plann. (43)
Murray C. Lesser, Elect. Wire Pre. (44)
Charles V. Stanco, Invent. Mgmt. (44)
Robert C. Hildebrandt, Maint. Admin. (56)
Lawrence Schaub, Oper. Mgmt. (66)
Stephen L. Gavin, Engineering (88)
Marrion Eckhoff, Grumman Corp. (111)
William A. Knecht, Prod. (279)
Charles B. Spencer, Integ. (289)

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John Morgan, Fus. Assy. (1)
Samuel Knight, Prod. Plt. Mgmt. (1)
Bernard Yudin, ILS Prog. Mgmt. (1)
Michaelangel Calderone, ILS Dig. TPS Eng. (1)
Charles Leipold, Elect./Electronic Check (1)
James L. Boston Jr., Cad. Plate (2)
Washington W. Copening Jr., Stl. Parts Assy. (2)
Richard J. Kix, E.B. Weld Prod. (2)
Thomas Sanzone, Prod. Supervision (2)
Wendell McClure, Prod. Rel. & Anal. (2)
Joseph M. Mahoney, Stockrooms (2)
Frederick W. Kenyon, Prod. Eng. (2)
Robert W. Hall, Templates (2)
Lido J. Ghezzi, Cutter Grinder (2)
Karl W. Goehler, Jigs & Fix. (2)

H. Rivers Jr.

R.J. Dooley

N. Egloff Jr.

W.H. Stalker

F. Scott

R.K. Mita

G.H. Schoeppler

L.A. Epaminonde

W.G. Smith

H.S. Fraser Jr.

H.G. Easterson

T.J. Kane

S.L. Jue

F.C. Bauer

L.F. Veprek

C.F. Locker

G.J. Rosen

H.R. Hampton

R.R. Cannon

G.H. Frese

F.A. Salvante

W.H. Woelfel

R.W. Olsen

A.D. Pearsall

D.E. Gleason

R.A. Haslett

R.L. Simmons

W.J. Rose

M.C. Lesser

C.V. Stanco

L. Schaub

S.L. Gavin

M. Eckhoff

W.A. Knecht

L. Aguinaga

J.G. Barbato Jr.

R.E. Hooson

J. Fried

S.D. Meyers

Robert Elkins, Optical Tool (2)
Arthur Lanka, Conv. Machine (3)
Adolf Troje, Mach. Ops. (3)
Edward A. Miller, Flt. Ops. (4)
Eugene F. Quarry, Supt. Equip. (5)
George J. Quarry, Supt. Equip. (5)
Allan F. Sipos, Pres. Serv. (5)
Ronald E. Price, Struct. Test (5)
Robert W. Devoe Jr., Struct. Test (5)
Gerald Sanchez, Wt. Optim. & Tech. Dev. (5)
Robert F. Aberle, Financial Ops. (5)
Joseph V. Traina, Eng. Test Ops. (5)
William Cutler, A/C Prog. (5)
James Carmelitano Jr., Tech. Ops. Mgmt. (5)
Rosario Cammalleri, Corp. Instr. Grd. Test (5)
Robert M. Leighton, Field Ops. (5)
Thomas W. Hansen, Adv. Prog. (5)
Erwin A. Zeiser, Corp. Plann. Cont. & Budg. (5)
Michael J. Petrocelli, ILS Elect. Pkg. (6)
Kurt R. Youngberg, EF-111 Struct. (6)
Douglas A. Beauregard, F-14 Sys. Test/ Pre. Flt. (6)
Francis A. McDermott, ILS Elect. Pkg. (6)
Maynicke M. Pattison Jr., Propl. & Fluid Sys. Supp. (6)
Edward Golub, Mech. Sup. Prod. Supp. (6)
Neil H. Jantzen, A/C Avion. Sys. (7)
Bruce E. Ingersoll, Corp. Inst. Sys. (7)
Peter J. Saladino, Corp. Inst. Sys. (7)
Francis R. Mulvey, Corp. Inst. Ops. & Proj. (7)
Emil R. Gagliardi, Struct. (7)
Edward B. Mann, Space & A/D (9)
Robert A. Schuck, Operations (9)
Philip E. Reed, Maint. (12)
Raymond L. Hickey, Meas. Stds. Lab. (12)
James Kerr, Dig. Tech. (14)
Elizabeth A. Smith, Camera Graphics (15)
Albert R. Steele, Inv. Plan. & Anal. (17)
Frederick G. Doyle, ILS Comm. Control (17)
Donald Reisert, Plt. Prot. (18)
Edward C. Hayes, Plt. Prot. (18)
Frank L. Zober, Insp. Mach. Parts (24)
Melvin Schachter, ILS Site Reqmts. (25)
Martin Fried, ILS Equip. Des. Eng. (25)
Jack R. Hayne, ILS Train. Sys. Eng. (25)
George D. Jacobson, Struct. Sys. Test (25)
Michael J. Martin, Veh. Struct. Anal. (25)
Ronald Edwards, Navig. & Cont. Equip. Des. (25)
Richard J. Burke, Navig. & Cont. Equip. Des. (25)
Stanley E. Johnson, Operations (25)
Karl G. Noor, Prog. Plan. Cont. & Budg. (25)
Herbert L. Mahoney, Recreation (28)
Frances B. Schultz, Sub. Sect. Prog. (28)
Gladys E. Clerke, Proc. Serv. (30)
Douglas B. Nicholson, Proc. Serv. (30)
Howard R. Taylor, Proc. Serv. (30)
Thomas F. Conlon, Pricing & Anal. (30)
John J. Pitfick Jr., Matl. Mgt. (30)
Natale J. Franzese, Supplier Cont. (30)
Duane H. Grant, ILS Tech. Dir. (35)
Benjamin C. Burns, ILS Comm. Cont. (35)
Michael Elem, ILS Sys. Eng. Mgmt. (35)
William Abramson, Comp. Tech. Dev. (35)
Victor J. Albanese, Ant. & Radomes (35)
Charles J. Draghi, Radar (35)
Jack S. Rininger, Elect. Counter. (35)
Robert J. Jackson, Instruct./Anal. (39)
George Keirnan, ILS Des. Eng. Mgmt. (40)
Anthony Spingola, Software Appl. (40)
Walter Boswell, Av. Sys. Test (43)
Alfred H. Sontag, Av. Sys. Test (43)
Vincent C. Bruccoleri, Mft. Plan. Mgt. (43)
Robert J. Herz, Prog. Mgmt. (43)
Frank J. Krieger, Mfg. Tech. (43)
John T. Zito, Elect. Box & Pan Fab. (44)
Arthur L. Davis, Avion. Purch. (44)
James A. Hicks, Q.C. Admin Serv. (66)
John P. Schneider, Ops. Mgt. (66)
Harlen W. Marion, Pylon Subs. (77)
Conrad L. Patterson, Qual. Cont. (77)
Eugene R. Faw, Facilities (77)
William R. Hudek, Sys. Anal. & Des. (77)
Audrey J. Raulerson, Finance & P.C. & B (77)
Dorothy E. Johnson, Tool Eng. (77)
Donald J. Macina, ILS Elect. Pkg. (106)
Leonard Deibler, Operations (107)
Allen L. Johannsen, ILS Prog. Mgmt. (110)
Raymond D. Mahon, ILS Comm. Cont. (110)
Allen M. Cobrin, Grumman Corp. (111)
Stanton L. Bessey, St. Augustine (265)
Wells A. Darling, Grumman Allied
Walter R. Looker, Grumman Allied
Cortland Schult, Grumman Tech. Services

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Neil J. Gilmartin, Sys. Dev. & Integ Mgt. (1)
James L. Regan, Prog. Contracts (1)
James E. Hofer, Prod/Parts Cont. (2)
James H. Brown, Mfg. Sys./Doc. (2)
William F. Meehan, Ind. Eng. (2)
Nannie L. Hinton, Food Service (2)
Hannah L. Washington, Mach. Bus. Office (3)
Glenn Williams Jr., Prod./Parts Cont. (4)
Charles Bugdin III, Inst. Test (5)
Vincent A. Laino, Proj. Plann. (5)
Daniel M. McLaughlin, Proj. Plann. (5)
Paul C. Bavitz, Adv. Prog. Eng. Mgr. (5)
Jeffrey B. Hartman, Corp. Instr. Gd. Test (5)
Mark S. Fortune, Adv. Prog. (5)
Joseph A. DeMeo, Bus. Mgmt. & Anal. (5)
William A. Folterman, Ex. Staff (5)
Bill Clark, Maint. (6)
Joseph J. Kridel, A6/EA6B AFC (6)
Ewald B. Barty, Methods Elect. Tech. Sys. (6)
Alan C. Fogg, FTT Perf. & Propul. (7)
Michael F. Neyssen, FTT Sys. (7)
Elizabeth A. Conlon, Govt. Matl. Cont. (7)
Janice L. Nesta, Bus. Ops. (9)
Stephen J. Hoops, Metallurgical Eng. (12)
Leonard M. Poveromo, Adv. Matl. & Process Dev. (12)
Thomas A. Campbell, Radar (14)
David I. Durst, Elect. Des. & Dev. (14)
Pauline S. Pearson, Software Appl. (14)
Jessie D. Cordew, Prog. Mgmt. E-2 (25)
Delwin R. Morrison, Pricing & Prop. (30)
Charles M. DeBuccio, Pricing & Anal. (30)
Lawrence J. Petry, Pricing & Anal. (30)
Gary E. Scholl, Matl. Mgt. (30)
Andrew N. Ballow, Matl. Mgt. (30)
Edward F. Allen, Cont. Sys. Eng. (30)
Jerry V. Guarracino, Performance (35)
Richard R. Chipman, Dynamics (35)
Thomas Gentile, Comp. Tech. Dev. (35)
Chester F. Marchiel, Comp. Tech. Dev. (35)
Allan R. Grillo, Fluid Dynamics (35)
Daniel A. Sullivan, Standards (35)
Dorothy M. Corse, Sect. Serv. (35)
Kathleen G. White, Corp. Qual. Mgmt. Sys. (35)
New Wong, Stabil. & Cont. Equip. (40)
Alfred E. Canedo, Matl. Mgmt. (43)
Stanley M. Markiewicz, Invent. Mgt. (44)
Jeffrey P. Plunkett, Eng. (88)
Melvin Sendrovitz, ILS Dig. TPS Eng. (106)
Robert Malafy, ILS Dig. TPS Eng. (106)
Gerald E. McHugh, ILS Sub-Sys. Eng. (110)
Richard Henkel-Grumman Corp. (111)
Thomas G. Brown, Struct. Des. (289)

Vacation bound? *If you are planning to take the kids down to Disney World this summer to celebrate Donald Duck's 50th birthday, stop by your local Employee Services (ES) office. Applications for the Magic Kingdom Club discount card are available at all ESOs, in addition to other amusement discount cards.*

work

It's one-third of your day for probably 45 years of your life. You love it, hate it, can't wait for Mondays or just live for Fridays. It gives meaning to your life, or maybe it's just a way to keep food on the table and clothes on your back.

Whatever work means to you, it's definitely part of the way you define your place in the world.

In the latest in a series of interviews in which Grummanites talk about work, Roy Warren of Stuart Operations in Florida talks about his job.

I'm in Hydraulics. I make tubes and lines for the Mohawk OV-1 . . . some for CAMMACORP, the F-14, HU-16 . . . whatever requests come into my department.

At one time, everyone in my family was bending lines — including my sister. In the Fifties, my family moved from England to Long Island. My father worked in the machine shop of Shutter Microwave — a small company that made tubing for Grumman and other firms.

I got a job there bending wave guides — rectangular tubing that electrical microwaves travel through. My brother started bending lines there, too. Then, he got a job at Grumman in Calverton; I started at Calverton in 1965. Today, my brother works for the competition — McDonnell Douglas.

Back in the Fifties, they didn't have pre-built machines to bend tubes then. We used old-fashioned tackle pulleys and built our own machines. When I first came to Stuart in the late Sixties, it was a big challenge getting the Hydraulic area in shape. We had one old vise and an old bending machine that had half the parts missing. In addition, we had no tooling. But we got the old machine working.

Today, we have a good little shop. We don't have numerical control machines like New York has, but someday I hope we will. We make hydraulic lines — hard lines that work hydraulic systems on aircraft. I make flexible lines, too . . . and fuel lines. We make electrical conduits, too. They are flexible and house electrical wires in the planes. Anything they need here at Stuart, we make.

Only two of us do the lines for Stuart. It keeps us busy. I broke Bill Hinchcliffe in. He cuts it, bores it, and hands it to me to bend. On

'Anything they need here at Stuart, we make . . . . On a busy day, we make 150-200 lines.'

a busy day, we make 150-200 lines. We jump back and forth making lines and hoses.

In addition, when they do maintenance work on the machines, we make lines and hoses during our slow periods.

After a while, you get to know what metals to use. Most of it I picked up over the years working with engineers. One thing Grumman has and that's specs on everything. You can always refer back to the specs. Most information is in your head or in the specs.

Sometimes, there are no templates — slugs. So we take the line from the plane and make a master. then a template. Whatever way comes easier. You have to bend the lines so they fit . . . different rotations, degrees, etc.

I live in Port St. Lucie (north of Stuart). When we first moved here from Long Island 15 years ago, I used to be able to hit the highway and be home. Now, it's gotten so built up that I'm lucky if I get to the highway.

When I first moved here, I thought I'd get a lot of swimming in. I used to travel all over England with a water polo team. But I never got around to it. Like a lot of people around here, I got involved with the community — especially working with kids.

With my two boys, I got involved with Little League and Babe Ruth baseball. In fact, I make warm-up bats. L.A. Dodgers star, Steve Sax, has one of my bats. I thought I'd look into getting a patent for it, but there is too much competition — and it's only a hobby for me. I did make bats for my younger boy's team and they went to the World Series. Now they are all in college using them.

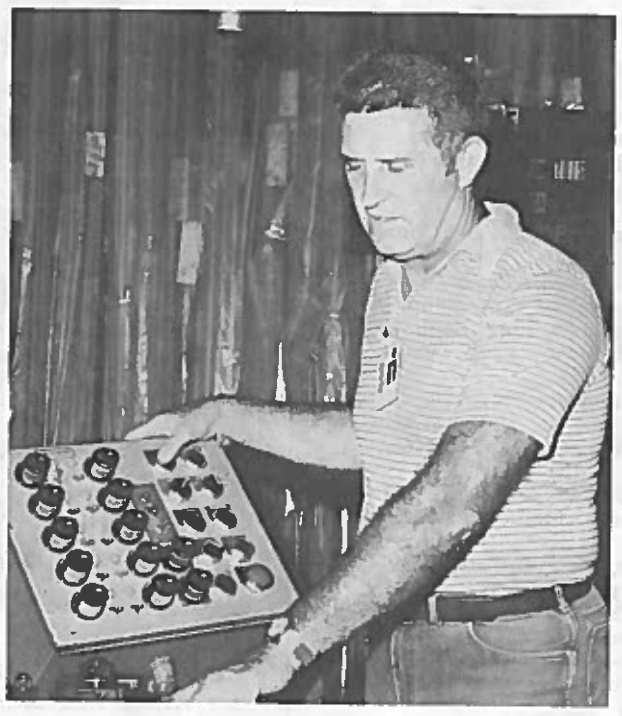
Instead of using doughnuts on wooden bats to warm-up, you use my bat. It's made out of steel;

'Sometimes, there are no templates – slugs. So we take the line from the plane and make a master then a template.'

the handles are made out of inner-tube from tires. I make each bat according to the boy's individual needs.

Oh, I make lots of inventions. All the high schools in Okeechobee have my power-bat — it's a tire that rotates so the player can practice driving through his swing.

I also build my own pitching screens. I used to take care of the ballfields and watch out for what teams needed. The pitching screens were very hard to move and set-up. Sometimes the kids couldn't even move them. So I designed my own which is lightweight and easy for boys to move around. In fact, five or six colleges in the area now have my screens. I also weave my own nets with my special knot.



An inventor. *Grummanite Roy Warren's inventions can be found at many local high schools and colleges in the area. He specializes in baseball training equipment.*

His line of work. *Roy Warren, who works at Stuart Operations in Florida, has been in the tube bending business for over 25 years.*

I was a trainer for my boy's teams. I would make up little conconctions for the pitchers. Remember it's really hot and humid down here. So I would mix up a little ammonia spirits (for respiratory ailments) in crushed ice and dip a few towels in the mixture. Then place a wrung towel on the boy's face. And, boy, those towels would give anybody a good kick.

My younger boy is in college now studying to be a CPA. My older boy works here at Stuart for the CAMMACORP program. My wife works as a loan officer in a local bank. But I do all my banking with the Credit Union.

My wife and I got married in 1956 and a year later I was drafted. I wasn't a U.S. citizen then, but I served two years in the Fourth Army Division in Germany. I was the only funny-talking guy over there. People always ask me where I came from. I thought I got rid of my accent years ago.

Before I was drafted, my brother volunteered. I always joke that he brought my name up to the top of the list. While I was in the Army in Germany, I tried to get my U.S. citizenship, but you couldn't become an American if you were living out of the country. They did say I could become a citizen if I re-upped. I didn't want to do that — I wanted to get home to Long Island.

After the Army, my brother and I passed the test and became U.S. citizens. We took the test in Mineola. It was tough then — you even had to know the order of command in the Army, but luckily I already knew that.

Years ago, I visited England several times. It's a nice place to visit, but America's my home.

Six years ago, I left Grumman to head up the Port St. Lucie Parks, but I quit when I realized I had no control over my job. I was lucky enough to get my job back here at Stuart. It's a lot better working for a big firm. Grumman has treated me well.

If you have a long career at Grumman, you really get some benefits . . . pension, health benefits, savings plans. Compared to working for other businesses in this area, it's hard to beat. In fact, it's fantastic.

Unique blood donation

Pheresis donors help rescue the gravely ill

Grummanites have responded enthusiastically to a special appeal for pheresis donors. As of June 1, 134 donors have signed up.

Anyone able to donate blood at a Grumman blood drive can become a pheresis donor. The procedure differs from a regular blood donation in that blood is drawn from the donor into a special machine. The pheresis machine removes one unit of blood at a time from the donor's arm, centrifuges it to extract platelets and/or leukocytes (white cells), and returns the balance of the blood to the donor. About eight units are processed and returned in this manner, and the procedure takes one and a half to two hours to complete.

Blood types must be carefully matched, using a typing procedure called Human Leukocyte Antigen, or HLA, typing. Those who volunteer to become donors are asked to give a sample of their blood for this purpose. The typing information is kept on file at Long Island Blood Services.

Multi-transfusion patients

Patients suffering from some forms of leukemia and cancer often require many transfusions of blood components. Platelets are administered to help prevent or stop severe bleeding, and leukocytes are necessary to help the patient fight off serious infection.

Some patients who have already received transfusions have developed antibodies against the transfused platelets or white cells, and no longer respond to conventional platelet transfusions. This is called alloimmunization. Fifty to 90 percent of alloimmunized patients will respond to platelets from donors matched by HLA type.

Immediacy

A pheresis donation provides enough platelets for a transfusion. To get enough via conventional methods requires processing pints of whole blood donated by four to eight different donors. Since pheresis platelets have a shelf life of only 24 hours, they are transfused to the patient the same day they are donated.

Dr. Steve Levine, associate director of the Long Island Blood Services, points out that the service typically only calls in about one-quarter of the people in its pool, or file of pheresis donors, within the course of a year. A pheresis donor may donate a maximum of 12 times per year, though it would be rare for someone to be asked to do so that often.

"What's interesting is that platelet pheresis was the original method for donating blood before plastic containers evolved for storing blood," Levine points out.

Will Bischoff, chairman of Grumman's Blood Program for 1984, points out that during the pheresis procedure, blood passes through an individually disposable harness. When each procedure is finished the harness is destroyed, thus quelling any fears prospective donors may have of possible infection.

Thanks. Lynne Harrison (L) is greeted by Dr. Stephen Levine, associate director of the Long Island Blood Services, and Bruce Hausser, director of the Grumman Blood Program. Lynn recently became the first Grummanite in the Program to donate. She hopes others will sign up after learning just how simple the pheresis procedure is.

One of the 115 Grumman donors to sign up is Diane Matzinger, a data specialist in Publications, Plant 15. She has been a donor in the Blood Program for about three years and signed up to be a pheresis donor the last time she gave blood.

"When the woman explained the procedure to me, I said 'Sure, why not,' " she says. "Mine can help someone else."

Matzinger has donated blood frequently, since her sister was injured in an automobile accident, so she's not nervous about the procedure.

"It doesn't really bother me .... of course, I haven't been called to donate yet," she comments.

'Giving part of yourself'

Peter Eisele, a welder in Plant 12 — Facilities, is also a new pheresis donor.

"I know of people who've died of cancer, leukemia .... I knew a girl who died at 17 — she didn't even graduate high school," he comments. "I just figured, it's only a few hours of my time."

Eisele would encourage others to sign up, too. "I'd tell them, it's not even giving money. It's giving a part of yourself that gets put back."

Interested? You can fill out one of the forms being distributed at Grumman Blood Drives, or call Bruce Hausser at Ext. (111) 53493.

'There's nothing to it at all'

While donating blood recently in the plant where she works, Grumman Data Systems' Lynne Harrison was handed a flyer appealing for pheresis donations. She signed up right away, and later went to the Long Island Blood Services' center in Melville to be HLA typed — the procedure in which a donor is matched with a recipient.

Just a few days later, Lynne was called back to the center to donate. It was a "first" for Lynne, who has been a regular blood donor for about four years. Lynne was also the first pheresis donor in the Grumman Blood Program — to be fair, other Grummanites have been pheresis donors independent of the Program.

Lynne, an accountant in GDS' Collections and Credits Department, was totally nonplussed by the experience. She said she had first heard of pheresis donations through the Program's appeal, and "it was something I wanted to try," she commented. "Hopefully, I can help someone by doing this."

Did she experience any qualms or nervousness when she got called in to donate? Lynne replied that literature she read on the subject satisfied her that there would be no health risk. So, "it was no problem at all," she said.

The Blood Center has two pheresis machines — an older machine that requires the donor to use two arms (and two needles), and a newer one that does the job with just one arm and one needle. The day she went in, Lynne got lucky and was hooked up to the latter machine. However, it wouldn't have made any difference to her if she hadn't.

"I really didn't think about it," she commented. "For years I had allergy shots, so I'm used to needles!"

Lynne said she hadn't expected fanfare from being a pheresis donor, but added she hoped others might sign up after learning how simple the procedure is.

"I did this all on my own .... I didn't tell everybody about it," she stated.

"But, after going through it," she continued, gesturing with her free left arm at the needle in her right, "I have to say, it isn't bad at all. I think now, going through it, I will tell people there's nothing to it — there's nothing for them to worry about at all."

Don't forget to pick up your family picnic tix

A reminder to all Grummanites and their families — the big event of the year takes place on Saturday, July 21. Raindate is Sunday, July 22.

This year, Grummanites and their families from Grumman Corporation and all its subsidiaries are invited to attend the annual family outing.

Tickets to the 43rd Annual Grumman Family Picnic are now on sale at all Employee Services (ES) offices. Admission is $4 per person (children under the age of 12 will be admitted free). No tickets will be sold at the gate, so stop by your local ESO before July 21.

The $4 fee covers a wide range of games and entertainment, an abundance of food and beverages, plus many special attractions.

The all-day affair officially begins at 10:00 a.m. with the flag raising ceremony at the bandstand. However, since the Calverton gates will open at 8 a.m., it's a good idea to get someone in the family up and out early to reserve a picnic table and set up camp.

Flag raised and tables claimed, it's over to the playing fields and let the games begin!

Kids of all ages will be pleased to know that the picnic ground rides will be operating throughout the day. They include the popular merry-go-round, mini-ferris wheel, boat rides and railroads.

Kiddie entertainment starts at noon, with the traditional kiddie boxing bouts immediately following. And be sure to hold on to your ticket stubs, because at 2:30 p.m. there will be a prize drawing. TV sets and large and small appliances will be given out to over 100 lucky winners.

For first-time picnickers, some words from the wise:

Food — Although plenty will be supplied (hot dogs, ice cream and beverages) many people like to bring along some of their own. Charcoal grills have been popular at past picnics.

Beverages — Since beer and soda will be given out in cups, it's a good idea to have your own pitcher to bring drinks back to your picnic site.

Arrival — As picnic tables are usually claimed early, it's suggested that someone in your party arrive around 8 a.m. to reserve one. Also, since the picnic grounds cover a large area, it's advisable to use the map on this page to make arrangements for meeting friends.

Other — Lawn chairs, table cloths, coolers and any other items that will make your outing a comfortable one are recommended.

In the event that a postponement due to inclement weather is necessary, it will be announced early Saturday morning over the following radio stations:

WBAB, Babylon (FM 102.3); WNYG, Babylon (1440 AM); WGBB, Freeport (1240 AM); WLIR, Garden City (FM 92.3); WHLI, Hempstead (1100 AM); WGSM, Huntington (740 AM); WLIX, Islip (540 AM); WALK, Patchogue (FM 97.5, AM 1370) and WLNG, Sag Harbor (FM 92.1, AM 1600). Or you can call LR5-3391 or LR5-3895.

Picnic '84. *No tickets will be sold at the gate, so make sure you pick up your family picnic tix before July 21.*

calendar

(Continued from page 5)

advanced 5:30 to 7:00 p.m., black belt instructors, physical and mental development. New students at the beginning of each month. Guests welcome. T. Ortiz, Ext. 58497.

Model Railroad Society: every Wed., 7 p.m., Recreation bldg., Regular meeting. Guests welcome. R. Muntz, Ext. 56865

Magic Club: last Wed., of every month, The Magic Shop, Mid-Island Plaza, Hicksville, 4:45 p.m. Guests welcome. M. Lichaw, Ext. 56114.

Roller Hockey Club: Meets every Wed., 6 p.m. For more information, employees can call Arnie Pritchett on Ext. 349-5081.

Roller Skating Club: every Thurs., Levittown Skating Rink, lessons at 6:30 to 7:30 p.m. Guests welcome. H. Denen, Ext. 52291.

Table Tennis: every Fri., Recreation bldg., 5 p.m., also every lunchtime and on Sundays at 9 a.m. Beginners and guests welcome. B. Fabricant, Ext. 50242.

Tap Dancing Club: every Mon., Recreation bldg., beginners 4:30 to 5:30 p.m., Intermediate 5:30 - 6:30 p.m. Guest welcome. P. Tropea, Ext. 52260.

Grumman Toastmaster Club: every Wed., GHQ bldg., third floor conference room A, 5 to 7 p.m. Grumman employees only. A. King, Ext. 56779/P. Ivy, Ext. 52931.

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Vol. 43, No. 12, June 22, 1984. Bethpage, N.Y. 11714